

BRIDGE BETWEEN NEW YORK CITY AND LONG ISLAND.

JANUARY 9, 1897.—Referred to the House Calendar and ordered to be printed.

Mr. BENNETT, from the Committee on Interstate and Foreign Commerce, submitted the following

REPORT.

[To accompany H. R. 9865.]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 9865) "extending the time for the completion of the bridge across the East River between the city of New York and Long Island, now in course of construction, as authorized by the act of Congress approved March 3, 1887," submits the following favorable report:

The construction of this important bridge (commonly called the Blackwell's Island Bridge) was begun as required by the act of Congress, and has been continued to this date, excepting for the time during which the condemnation proceedings for the right of way were under consideration in the courts of the State of New York.

Two of the main piers in the East River have been built and completed and another is in course of construction. The company has condemned or purchased and paid for much of the land necessary for the right of way. The company has acted in good faith throughout, and promises prompt and diligent prosecution of the work, and has the means necessary to meet the costs of the same.

The committee suggest that the bill be amended by striking out the words "and two," in line 12 of the bill, thus curtailing by two years the extension, and as thus amended your committee feel justified in approving the bill and recommending its passage at the present session of Congress, as without such action the rights of the company, as granted by the Government, will expire on the 3d day of March ensuing, and great pecuniary loss will result to those who have furnished the capital for the construction of the bridge.

The following report of the Chief of Engineers of the War Department was submitted to the House of Representatives when the bill was originally considered, and is annexed to this report for its information:

OFFICE OF THE CHIEF OF ENGINEERS, UNITED STATES ARMY,
Washington, D. C., December 22, 1886.

SIR: I have the honor to return herewith H. R. 10044, a bill "authorizing the construction of a bridge across the East River, between the city of New York and Long Island," and to invite attention to the following copy of the report of the Board of Engineers for Fortifications and for River and Harbor Improvements, to whom it was referred.

The views of the Board are concurred in by this office.

"OFFICE BOARD OF ENGINEERS, ARMY BUILDING,
"New York, December 17, 1886.

"Respectfully referred to the Chief of Engineers.

"The Board of Engineers has carefully considered the Senate and House bills

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'authorizing the construction of a bridge across the East River, between the city of New York and Long Island,' and have the honor to report that a bridge joining the city of New York and Long Island City, crossing the channels at about right angles near the middle of Blackwell's Island, having its piers or abutments on the land side of the harbor lines of the East River, and a clear elevation of its lower chord, 150 feet above mean high water, at the middle of each channel of the river, and no part of the lower chord of the channel span less 142 feet above mean high water, will not 'obstruct, impair, or injuriously modify the navigation of the river,' as provided by said bridge.

"On behalf of the Board.

"THOMAS LINCOLN CASEY,
"Colonel of Engineers, President of Board."

Very respectfully, your obedient servant,

J. C. DUANE,
Brigadier-General, Chief of Engineers.

Hon. WILLIAM C. ENDICOTT,
Secretary of War.

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